Washington State Department of Transportation—Aviation

Long Term Air Transportation Study
Phase II Public Outreach Summary

PRR
VISION + VOICE

PRR, Inc. • June 1, 2007

Contents

PRR
VISION + VOICE

Phase II Public Outreach Summary

Public input has been an important and ongoing component of each phase of the Long Term Air Transportation Study (LATS), and have been guided by a formal public involvement plan.

During Phase II of the LATS project a number of activities were undertaken to share Phase II findings, get public and stakeholder input about their aviation needs, and elicit reaction to the draft Phase II findings.

The following outreach methods were used during Phase II.

- Electronic communications has played an important role during the Phase II outreach. The LATS website provided ongoing updates about the project and posted summaries of the meetings of the Technical Advisory Committee.
- The 8,431 person electronic list-serve database maintained by WSDOT Aviation served as a timely tool for ongoing communications. List-serve members received project updates and a LATS newsletter that summarized key Phase II findings.
- The 8,431 list-serve members were invited to participate in an on-line survey to get feedback on their perceptions of statewide and local aviation needs.
- WSDOT Aviation also held two regional workshops in Spring 2007. Public workshops were held in Seattle and Wenatchee to present detailed Phase II findings and get feedback on the information provided.

The input provided by the public and stakeholder groups is being used in two ways:

Seattle regional workshop attendees

Wenatchee regional workshop attendees

- It is being considered by the technical team as it prepares its final technical reports.
- It will be reviewed during LATS Phase III by the Aviation Planning Council, which will be appointed by the Governor to develop a proposed long term aviation strategy and implementation program.

This Phase II Public Outreach Summary will be included as a technical appendix to the LATS Phase II Report.

Public Workshops: Highlights

Regional workshops were held on May 1, 2007 at the Boeing Museum of Flight (Western Washington) and on May 2, 2007 at the Wenatchee Convention Center (Eastern Washington). Approximately 40 people attended the Western Washington and 30 attended the Eastern Washington workshops.

The workshops' objectives were to:

- Provide overview of LATS findings
- Obtain community feedback on findings and local issues
- Brief public on the Aviation Planning Council, and recruit potential members

After a detailed presentation of the Phase II Draft Findings, workshop participants were asked to address the following questions:

- In light of Phase I and Phase II information presented, what are the key issues/implications for local communities?
- What are the implications for long-term State Aviation Planning?
- Do you have suggestions for us as we continue to complete the Phase II technical study?

- Suggestions and/or feedback for Phase III outreach?

Issues addressed at the two workshops are summarized below by theme.

Forecasting Model

Perhaps the largest body of questions from participants on both sides of the mountains pertained to the forecasting model. Several participants had questions about whether the forecast model takes into account variables that might affect capacity, such as changes in technology, labor market, supply of planes, or changes in economic conditions.

There was also a feeling expressed by a number of participants that community and environmental impacts need to be better addressed in considering aviation capacity issues.

Others wondered whether the aviation industry may be at a tipping point (due to new technology, escalating gas prices, etc) that can't be addressed in current models.

Land Use Conflicts

At both regional workshops concerns were raised about land use conflicts between airports and nearby development. Some suggested that there should be further discussion about what the appropriate role of the State might be in minimizing these conflicts. Another growth management question was which should come first, infrastructure investment or growth?

High Speed Rail

Participants indicated great interest in the LATS Phase II analysis of high speed rail as an alternative to air travel, wondering whether rail service could offload capacity demand at SeaTac. Some participants thought that it will be important to use rail or intercity bus to address capacity needs, while others thought that, while high speed rail investments may have other benefits, it cannot significantly alleviate future capacity shortfalls.

Allocation of Service

Several Western Washington participants expressed a concern that Washington's aviation system may be at risk because it relies too much on SeaTac and on a small number of single, large carriers. As those carriers change their fleets or their flights, the capacity of smaller airports may be affected.

Some suggested that there be further discussion about how flights might be allocated among several airports, or building a new airport in another part of the state.

Some Western Washington participants also suggested that one way to handle capacity would be to distribute maintenance, freight or other functions to airports that have more capacity.

Service to Rural Communities

At the Wenatchee meeting, there were a larger number of questions about general aviation airports and about the aviation needs of smaller, rural communities. Participants were concerned about how community needs will be factored in, when considering funding allocations, noting that small communities often depend heavily on air service to address emergencies, health and fire containment needs. They were also curious about any implications for those communities that do not happen to fall within one of the "special emphasis areas", called out in the LATS legislation.

It was noted that large parts of the state are underserved in general aviation airports, because there is a lack of 24/7 instrument access. The viability of these airports is impacted by small changes in service, and communities need to make decisions about how to best invest in their airports.

Emerging Technology

It was suggested that a variety of factors, such as emerging ultra-light technology or small jets, might impact demand and capacity at smaller airports. In addition, it was suggested that the closure of some airports could shift aviation demand to other airports.

It was also suggested that making some simple adjustments in instrument approach from the standardized FAA instrument approach, could help make commercial service more viable at smaller airports.

On-Line Survey

During April 1 to May 7, WSDOT Aviation invited members of the public to participate in an online survey designed to elicit perceptions about aviation needs and priorities.

The purpose of the survey was to provide broad opportunity for participation in the LATS process. *The data provided in this analysis should not be interpreted as a representative sample of the larger public opinion, but rather should be seen a tool for public participation.*

WSDOT Aviation sent notice of the survey to its list-serve of 8,431 aviation stakeholders, elected officials and interested members of the public. In addition, the survey was publicized through press releases and the LATS Phase II newsletter.

In all, some 553 people responded to the online survey (see "About the Respondents" on page 6 for a breakdown of types of respondents). The survey was designed to assess opinions regarding:

- level of concern regarding aviation capacity by region
- priorities for future capacity needs by aviation type and by region
- methods for addressing capacity issues
- future investment priorities

Most respondents were general aviation pilots (58.4%). The next largest groups were airplane passengers and commercial aviators each representing 9.4% of the sample. Very few public agency representatives and airport operators participated in the survey.

Table 1 – Respondent Types

	Total Number	Percent of Total
Airplane Passenger	52	9.4%
Airport Neighbor	46	8.3%
Public Agency	6	1.1%
General Aviation Pilot	323	58.4%
Airport Tenant	15	2.7%
Airport Operator	10	1.8%
Commercial Aviator	52	9.4%
Other	49	8.9%
Total	**553**	**100%**

Survey Highlights

- Over 85% of respondents thought that the current aviation capacity of the Central Puget Sound region is of moderate or high concern (with well over half [58.9%] rating it a high concern).
- Central Puget Sound is the area of highest priority for all aviation service types.
- General Aviation service was expressed as the highest priority across all four regions.
- 90% of respondents felt that accepting delays and reduced service is an unacceptable alternative to increasing capacity.
- 75% of those surveyed rated maintaining the condition of existing facilities as a high investment priority.

Key Findings

Aviation Capacity

Although aviation capacity was a concern in all four major high growth regions, the highest level of concern was for the Central Puget Sound region, with 85.3% of respondents believing it to be of moderate or

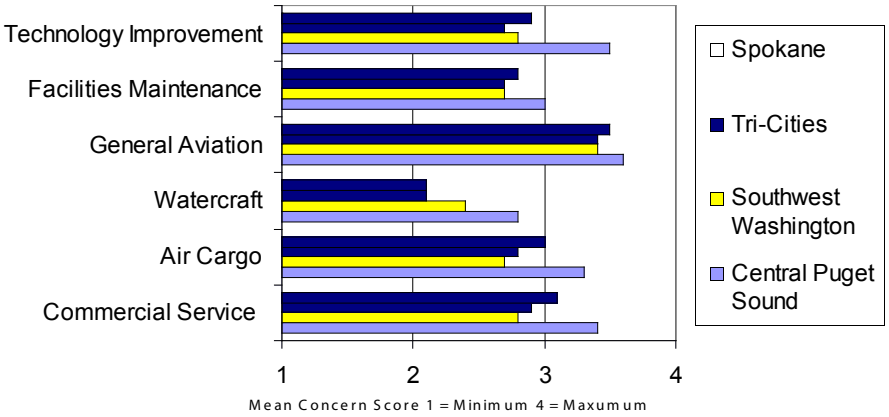
high concern. The next highest level of concern was for Southwest Washington in which 69.9% of respondents reported moderate or high concern. Areas of lowest concern were Spokane with 50% reporting moderate or high levels of concern and the Tri-Cities area with 42.7% reporting moderate or high concern.

When asked how important it would be to include airports outside the state, such as Portland and Vancouver B.C. in the assessment of Washington State's aviation capacity, 65.8% of respondents thought that it was either important or very important.

Priorities for Meeting Future Capacity Needs

Because one of the key issues that the LATS study is trying to address is to identify Washington's future needs for additional aviation service, participants were asked to indicate what priorities should be given to meeting future capacity needs for each of the four high growth regions in regard to six aviation service types. Overall, results *(see Chart 1)* indicate that general aviation was regarded as the highest priority followed by commercial service, technology improvement and air cargo. By region, Central Puget Sound was considered the highest priority followed by Spokane, Southwest Washington and the Tri-Cities.

Table 1: Aviation Service Type Priority by Region

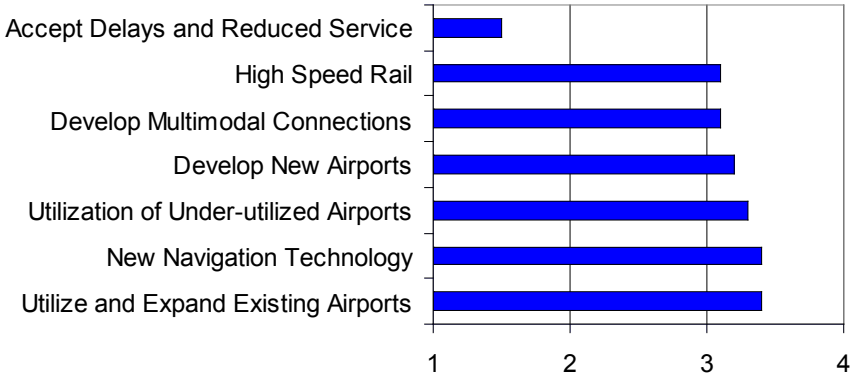


Ways to Address Aviation Capacity

In order to better understand opinion on the various ways in which aviation capacity issues in Washington State can be addressed, respondents were asked to indicate their level of agreement or disagreement

with a variety of approaches. Better utilization and expansion of existing airports and investment in new navigation technology to increase efficiency of airports were the most heavily supported approaches followed by better utilizing under-utilized airports, development of new airports, development of multi-modal connections between airports, and building high speed rail between Puget Sound and other areas of Washington. Instead of increasing capacity, accepting delays and reduced service was the least supported approach. In all, 90% of respondents disagreed or strongly disagreed with this approach.

Chart 2: Level of Agreement With Approach



Scale: 1- 4: Strongly Disagree to Strongly Agree

Verbatim Suggestions Related to Addressing Aviation Capacity

Respondents were asked if they would like to suggest other ways to address aviation capacity. For ease of use, the responses are grouped by category of response. Verbatim responses are provided below:

Suggestions related to General Aviation

- Don't allow developers to destroy existing GA airports forcing capacity onto others.
- Support General Aviation
- This is about commercial traffic not GA
- Develop general aviation in parallel with commercial facilities
- Recreational aviation
- Promote General Aviation

- Improve facilities for GA
- Central Puget Sound, GA parking & hangers
- Increase emphasis on general aviation as an alternative to commercial
- Invest in GA airports that can be expanded to handle mid-size turbine aircraft (both Commercial and GA aircraft)..this will relieve pressure on commercial
- More hanger space availability
- Develop existing outlying airports for General Aviation to help reduce the commercial traffic in the region.
- Prevent GA airport closures

Suggestions related to airport closures

- Stop closing airports
- Keep Municipal Airports from being closed
- Protect Airports
- Keep existing airports
- Don't close airports!
- Under no circumstance allow existing airports to be closed
- Don't close any airports
- Minimize airport closures
- Stop closing airports

Suggestions related to community or environmental impacts

- Protect quality of life in neighborhoods surrounding smaller airports such as Paine Field by not Expanding or adding service
- Make sure impact to quality of life in minimal
- Find ways to handle the situation that do not destroy the quality of life for communities affected i.e. excess noise from increased number of flights
- Freeze development

Suggestions related to reallocation of service/capacity

- More commercial flights avialable at Bellingham Airport as an alternative to Seatac or another
- Do not use smaller airports for commercial use
- put all the airports in one place
- Develop federal regional approach for I-5 corridor

Suggestions supporting airport expansion/new airports

- Improve existing airport runways/capacity
- Build new airports
- Develop feeder airports to major hubs
- Airport far north of Seattle
- Build/utilize more reliever airports
- Expand existing airports except for SeaTac which is already too large for the area
- Use Non-populated areas for expansion
- Allow more landing fields to be built by both private enterprise and state.

Suggestions supporting preservation and improvement of existing airports

- Preserve and develop existing rural and small town airports for commercial and general aviation use.
- Maintain low use and emergency airports
- Develop increased capacity in smaller airports to handle Very Light Jets. Also increase capacity to handle other GA traffic (emergency services, fire
- Expedite ADS-B
- Allocation of “free” day’s by “N” number, combined with user fees for non “free” days
- address lack of storage capacity in Puget Sound (hangar space and cost)

- Improve existing airports
- Protect existing airports
- Support existing commercial operators
- remove tower control from low use airports
- Finish projects already started, held up by city and county politics, funds.
- Consider including allowances for more pilot training facilities to serve capacity-building requirements

Suggestions related to specific airports

- Paine Field
    - Use McCord and Paine for commercial service
    - Paine
    - One word--Paine
    - Paine field ; McCord underutilized,
    - Open Paine Field to commercial service.
    - No Paine field schedule flights
    - Paine Field is to remain as it is now, no change in an increase of traffic or type of air traffic
    - Do not expand Paine Field or open it to commercial service
    - Use Paine field for commercial
    - This form does not allow answers that would try to keep Paine Field from going commercial
    - Paine Field expansion
    - Commercial & Air Cargo for Paine Field
    - Make better use of Paine field commercially
    - Leave Paine field alone
    - Consider the community's wishes in not developing Paine Field

- Boeing Field
    - expand facilities at high use airports BFI
    - let Southwest Air develop Boeing Field
- SeaTac
    - have tie-down & FBO services at large airports (SeaTac)
    - More use of SeaTac
- Small airports
    - high growth areas such as Ilwaco need better hangar facilities
    - Float access at KPWT to relieve KRTN
    - New airport in a area that doesn't have residential and schools near by already. A good possibility for study would be the Arlington airport area
    - Expand EAT airport
    - Airlines to PAE, OLM, etc
    - Olympia
    - Continue to support "back country" airports such as Stehekin State in the Cascades
    - PAE mainly for general aviation

Suggestions Related to funding and fees

- Outlaw user fees
- Stop user fees
- Find ways to help or subsidize private airports
- Use grant money to improve state-operated airports
- Avoid new fees and taxes
- Prevent high cost increases, ie user, landing fees, terminal rent
- Avoid fee based services
- Eliminate unfair Port leases
- Defeat User Fee Proposal by FAA for funding

Suggestions related to technology

- WAAS instrument approaches (2)
- GPS/IFR landing
- bring ads-b on line now
- Invest in "Landing" (approach) technology at under utilized airports

Suggestions related to regulation/land use

- Develop and enforce code restrictions to prevent encroachment near airports
- Stop encroachment on existing airports that will lead to opposition to future growth
- Keep local communities from closing existing airports
- Resist Housing Encroachment
- Disallow housing developments under approach/departure corridors
- Strengthen Airports' legal stance on self-determination from a state or federal level to override local jurisdictional issues
- Lower approach minimums at underutilized apts.
- Back off on homeland security
- Strictly enforce zoning laws around airports
- Protect airports for encroachment
- Prevent encroachment on existing airports
- Cities and Aviation authorities must cooperate on ordinances to protect perimeter of airports from development.
- Control Development Surrounding Existing Airports
- Work to support all existing airports from developers and closures.
- Honor past agreements with local governing bodies and look elsewhere for alternative expansion

Suggestions related to alternative transportation modes

- Greater rail trips, in addition to high speed
- Prioritize small general aviation facilities as a future technology & education base.
- Build a bullet train to Moses lake to bring passengers to Seattle. In would be much more rational and cheaper. The Japanese and Europeans do it this way
- Improve land commuter access to SeaTac.
- Develop multi-modal across the southern Puget Sound.
- Provide better ground transportation to existing airports and their surrounding communities

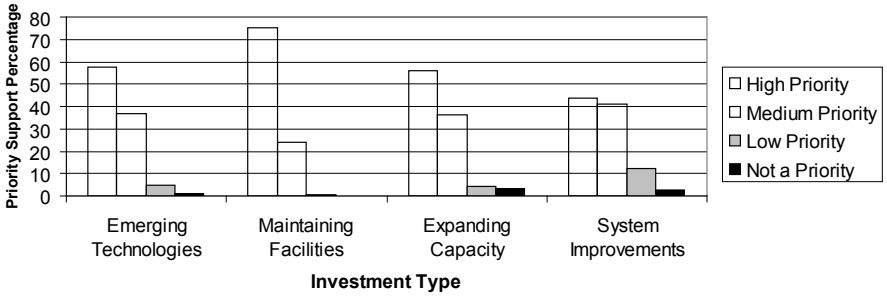
Other Suggestions

- Provide better information on currently available resources.
- Educate non-users in the advantages of aviation as an adjunct for daily travel and commuting in lieu of surface travel
- Get rid of government bureaucracy
- Reduce size of population
- Educate the public on the role air travel plays with spreading disease and invasive species.
- More attention to north central Washington and less to western WA.
- Prepare for lower air use due to increasing fuel prices

Investment Priorities

Finally, when asked to prioritize investment options, 75% of those surveyed rated maintaining the condition of existing facilities as a high priority. Relativity high priority was also given to: emerging technologies to improve safety and capacity (56.9%), expanding aviation capacity to meet future demands (55.3%), and targeting system improvements to provide a higher level of customer service at airports in high growth areas (43.2%). *(See Chart 3.)*

Chart 3: Investment Priorities



Verbatim Suggestions Related to Aviation Investment Priorities

Respondents were asked if they would like to suggest aviation investment priorities. For ease of use, the responses are grouped by category of response. Verbatim responses are provided below. Several responses simply repeat the responses given in question #2.:

General aviation as a priority

- Maintain our GA airports
- Use grant money to improve state-operated airports
- New General Aviation/Recreational Airports
- Improve access for corporate & general avaiation
- Maintain general aviation airports
- Stop the removal of GA airfields
- Improve general aviation capacity to off-load air traffic movements from major hub airports.
- Build more GA airports
- More GA facilities
- Protect and Save GA Airports
- Invest in small general aviation as a foundation for future pilots, mechanics & technology center besides Boeing.
- Protect GA in the Puget Sound for affordability
- GA fields would be utilized more if ground transportation was available
- Support general aviation in parallel we need a balanced approach

- Expand and encourage general aviation facilities
- Airpark subdivision access to general aviation airports

Emphasis on smaller airports/smaller communities

- Utilize smaller airports for commercial operations, based on the predicted future impact of smaller jets on commercial/ passenger operations

Suggestions related to community or environmental impacts

- Utilize technologies that will allow for the least amount of negative impact on involved communities i.e. airport noise and pollution, affect on property
- Property values of residents around airports
- protect quality of life in neighborhoods surrounding smaller airports such as Paine Field by not expanding or adding service
- Maintain quality of life in local neighborhoods that are close to airports

Suggestions related to reallocation of service/capacity

- Increase capacity of rural airports and small city airports to increase dispersal of aviation activity and reduce congestion in current high use areas

Suggestions supporting airport expansion/new airports

- New regional and commuter airfields
- Develop new airports as part of a plan to spread out the traffic.
- Expand relief airports
- Expanding aviation capacity to meet future demands at least 10 miles away from all residential areas
- Improve or create new regional airports

Suggestions supporting preservation and improvement of existing airports

- Do not close existing airports
- Save existing airports from closure
- Hanger space
- More hanger space
- Minimize closures
- Save existing airports from closing
- Don't close existing airports or allow conflicting development
- Signs, markings, and runway improvements

Suggestions related to specific airports

- Open Paine Field to commercial service.
- Let Southwest Air develop Boeing field
- Paine
- Terminal at PAE
- No Paine field scheduled flights
- This form does not allow answers that would try to keep Paine Field from going commercial.
- EAT Airport Expansion
- financial support to smaller reliever airports such as Spokane's Felts Field.
- Olympia is not a growth area but is an area of high ecological value and the economic value lies in the high value sectors dependent on the ecologica
- Float pond at KPWT

Suggestions Related to funding priorities

- Work to keep aviation costs and taxes reasonable. Raising costs just drives demand somewhere else
- Plan for reduced use and taxes due to fuel shortages or high prices

- Emphasize Smaller Commuter Airports
- Determine ways to promote private facilities and private airports
- Assistance for privately owned airports that are public use and have a fair amount of traffic.
- The airlines are a private capitalist business--let them pay for it! I am not getting a dime from them!

Suggestions related to technology

- Repair existing nav-aid ndb at Skagit, for example
- Improve GA airports/nav-aids

Suggestions related to regulation/land use

- Ensure Compliance with Incompatibility Laws
- Legal work (lobbying legislature?) to strengthen airport autonomy
- Disallow non aviation growth near airports

Suggestions related to alternative transportation modes

- High speed rail
- Aviation as a substitute for commuting on the surface by providing facilities in every neighborhood
- Improve on transportation to/from SEA-TAC
- utilize multi-modal
- magnetic high speed rail
- High speed rail systems are more efficient economically and environmentally
- Expanding passenger access to airports. Improve traffic flow and capacity.

Market/Marketing Related Suggestions

- Consider pricing models that impact high demand schedules.
- You haven't defined "higher level of customer service," nor do you specificy areas to be expanded to meet future needs. It is imperative that you do
- Define who your customer is

Other Suggestions

- Ensure that one disaster/terrorist attack could not paralyze WA
- This is not about GA but commercial traffic
- Flight training
- Reduce Bureaucracy!

Home Zip Codes

Zip Code	#	Zip Code	#	Zip Code	#	Zip Code	#	Zip Code	#	Zip Code	#
39366	1	98103	6	98282	5	98570	1	99016	2	98068	1
91678	1	98105	2	98284	1	98577	1	99019	1	98070	1
97062	1	98108	2	98287	1	98580	1	99025	1	98072	7
98001	1	98110	1	98288	1	98584	3	99026	1	98074	3
98002	1	98112	1	98290	2	98589	2	99111	1	98075	3
98003	5	98115	4	98292	2	98592	1	99159	1	98077	3
98004	5	98116	1	98296	2	98593	1	99161	1	98261	1
98005	3	98117	2	98304	1	98604	4	99163	2	98262	1
98006	5	98118	2	98311	3	98606	1	99185	1	98264	1
98008	3	98119	3	98312	1	98607	4	99201	1	98270	1
98010	1	98125	1	98321	3	98611	1	99203	1	98271	2
98011	3	98133	1	98329	1	98625	1	99205	2	98272	1
98012	4	98136	1	98331	1	98632	2	99206	3	98501	8
98019	1	98146	2	98332	1	98640	2	99208	1	98502	3
98020	4	98155	4	98335	6	98642	1	99212	2	98506	2
98021	1	98166	9	98338	1	98650	1	99217	1	98507	1
98022	3	98168	1	98340	1	98660	1	99223	2	98512	3
98023	3	98175	1	98344	1	98661	3	99301	3	98513	2
98024	3	98177	1	98362	1	98662	4	99323	1	98862	2
98026	11	98178	2	98363	1	98664	1	99324	1	98901	1
98027	2	98199	1	98365	1	98665	1	99336	2	98907	1
98028	3	98201	4	98366	3	98671	1	99337	1	98908	1
98030	2	98203	2	98367	2	98672	1	99338	1	98909	1
98031	2	98204	2	98368	1	98674	1	99343	1	98926	4
98033	4	98206	1	98370	2	98682	1	99349	1	98275	43
98034	8	98208	2	98371	1	98684	1	99350	1	98277	4
98036	2	98221	6	98372	1	98685	1	99352	2	98087	4
98037	3	98223	7	98373	1	98686	1	99354	2	98092	3
98038	2	98226	3	98374	3	98801	3	99362	8	98102	3
98039	2	98229	2	98375	4	98802	4	99403	2	98058	4
98040	2	98232	4	98380	1	98807	2	99004	1	98059	5
98042	8	98233	1	98382	6	98815	2	98532	3	98251	1
98045	1	98239	1	98383	2	98816	2	98280	1	98258	8
98050	1	98241	1	98387	1	98823	1	98941	1	98467	2
98052	3	98245	5	98391	5	98826	1	98942	1		
98053	2	98247	1	98407	1	98831	2	98943	1		
98055	3	98248	2	98408	1	98837	2	98516	5		
98056	6	98250	5	98446	1	98840	1	98520	2		
98274	1	98531	2	98847	1	98841	2	98498	1		

PRR

VISION + VOICE